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**Imagery analysis report**

**Movements of Auxilliary Transporter  
Docks, ARD(T)s, in the Inland Waterway System  
USSR, During 1980 (S)**

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## MOVEMENTS OF AUXILIARY TRANSPORTER DOCKS, ARD(T)S, IN THE INLAND WATERWAY SYSTEM, USSR, DURING 1980 (S)

1. (S/D) Analysis of the movements of auxiliary transporter docks, ARD(T)s, significantly contributes to projecting submarine launches and to monitoring submarines and naval-associated vessels and materials within the Soviet Inland Waterway System. Eight ARD(T)s have been very active in the inland waterway system. This report discusses their movements during 1980 and describes the distinguishing characteristics of each ARD(T).

2. (S/D) This report contains one map of the inland waterway (Figure 1), seven annotated photographs of ARD(T)s (Figures 2 through 8), and one chart (Figure 9) which depicts the movement of the ARD(T)s during 1980.

3. (S/D) The eight ARD(T)s addressed in this report are the Stern Horn ARD(T), the Blunt Bow ARD(T), the Spoonbill ARD(T), the Alfa-associated ARD(T), the Tango-associated ARD(T), and three Number 4 Type 2(B) ARD(T) which for ease of reference are designated as the Rectangular House ARD(T), the Square House Number 1 ARD(T), and the Square House Number 2 ARD(T). These eight ARD(T)s are most often observed at the following seven facilities (Figure 1): Severodvinsk Complex, Belomorsk Lock [redacted] Leningrad Fleet Transfer Area Neva River (Utkina; [redacted] Leningrad Complex, Kronstadt Naval Base and Shipyard [redacted], Gorkiy Shipyard 112 [redacted], and Sevastopol Complex.

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4. (S/D) The Stern Horn ARD(T) (Figure 2), which has also been called the Kirov Dock and the Cadillac Dock, is readily recognizable by its size (approximately 123 meters by 14 meters), its clipped bow, and stabilizer arms on its stern which extend over the component transfer platforms associated with this dock. The Stern Horn was launched from buildingway B of construction hall 1 at Severodvinsk Shipyard 402 [redacted] between [redacted] Since that time it has been used to transport crates between Leningrad Heavy Equipment Plant Kirov 185 [redacted] and the component transfer platform at Severodvinsk. The crates are approximately 15 by 11 by 10 meters. The dock wintered over 1979-1980 at the Leningrad Complex after returning two crates from Severodvinsk. It was at Leningrad Heavy Equipment Plant Kirov 185 in September and at Severodvinsk in October. No submarines have been observed being transported in this dock.

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5. (S/D) The Blunt Bow ARD(T) (Figure 3), also known as ARD(T) No 16 and the H dock, has a flat bow area, a large deckhouse forward, and a drop stern. It is approximately 136 meters long and [redacted] wide. This dock, which wintered over 1979-1980 in the Arkhangelsk Naval Operating Base Area [redacted] moved to Severodvinsk in July 1980 and was in Leningrad between [redacted] While in Leningrad it was loaded with a V-III nuclear powered attack submarine (SSN) that it delivered to Severodvinsk in November 1980. This ARD(T) is primarily associated with V-class SSN deliveries.

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6. (S/D) The Spoonbill ARD(T) (Figure 4) is also known as a No 4 Type 2(B) dock and the C dock. It has an extension on the bow near the waterline and a drop stern. It is approximately 136 meters long and [redacted] wide. This dock, which wintered over 1979-1980 at Severodvinsk, was observed at Gorkiy on [redacted] along with a C-II nuclear powered cruise missile attack submarine (SSGN) which it delivered to Severodvinsk by [redacted] This dock is primarily associated with C-class SSGN deliveries.

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**SECRET****FIGURE 1. MAP OF THE INLAND WATERWAY SYSTEM**

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7. (S/D) The Alfa-associated ARD(T) (Figure 5) is also known as a No 4 Type 2(B) dock and the B dock. It has three boxes on the superstructure, ribbed arches over the well area, and a drop stern. It is approximately 136 meters long and [ ] wide. The dock wintered over 1979-1980 at Kronshtadt, moved to Lomonosov in June 1980, and has remained in the Leningrad area since July 1980. This dock is primarily associated with A-class SSN deliveries.

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8. (S/D) The Tango-associated ARD(T) (Figure 6) is also known as a No 3 Type 2(A) dock and the A dock. The most distinguishing feature of this dock is that it does not have a drop stern. It also is approximately 136 meters long and [ ] wide. The dock wintered over 1979-1980 in the Sevastopol area and was at Gorkiy in June 1980. On [ ] the dock was at Feodosiya Naval Base and Ship Repair Yard [ ]. The dock had probably been used to deliver a Tango attack submarine (SS) to the Black Sea Fleet. The dock was unaccounted for between mid-August and mid-November 1980. By [ ] it was at Sevastopol and probably had delivered the second Tango SS launched from Gorkiy in 1980.

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9. (S/D) The Rectangular House ARD(T) (Figure 7) is also known as a No 4 Type 2(B) dock and the E dock. This is one of three docks to be discussed which are not associated with any particular submarine class and have been used in a utility role. This dock has a rectangular house athwartship and a drop stern. It is approximately 136 meters long and [ ] wide. This dock wintered over 1979-1980 at Kronshtadt and moved to Leningrad in June 1980. It departed Leningrad with the Lima auxiliary submarine (SSAG) in mid-July 1980 and was observed at Lake Ladoga, on the inland waterway system, on [ ]. Although the dock was not observed at Sevastopol, the Lima SSAG had arrived in Sevastopol by [ ]. The dock arrived at Severodvinsk by [ ] and departed after [ ]. It was next observed at Leningrad on [ ].

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10. (S/D) The Square House Number 1 ARD(T) (Figure 7) also is known as a No 4 Type 2(B) dock and the D dock. This dock is not associated with any one submarine program and has been used to transport the Golf-V ballistic missile submarine (SSB) to the Black Sea and the [ ] meter submersible to Severodvinsk. This dock has a small square pilothouse with an extension just forward of the pilothouse, a small raised rectangular box on the port sidewall, and a drop stern. The dock is approximately 136 meters long and [ ] wide. It wintered over 1979-1980 at Lomonosov and moved to Kronshtadt by July 1980. On [ ] the dock was at the mouth of Lake Onega on its way up the inland waterway system with a Foxtrot SS in its well. The dock had arrived at Severodvinsk by [ ] and departed after [ ]. This is probably the dock observed on [ ] at Leningrad with a Juliet cruise missile attack submarine (SSG) in its well.

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11. (S/D) The Square House Number 2 ARD(T) (Figure 8) is also known as a No 4 Type 2(B) dock and the F dock. This dock has a small square pilothouse, three extensions into the well on the starboard sidewall, and a drop stern. It is approximately 136 meters long and [ ] wide. This dock also is not associated with any one particular submarine program and was used to transport the Sarancha hydrofoil guided missile patrol combatant (PGGH) from Leningrad to Sevastopol. The dock wintered over 1979-1980 in Sevastopol and departed there between [ ]. The dock was at Gorkiy on [ ] and had arrived at Leningrad by [ ]. It reportedly moved to Utkina for Soviet Navy Day and was next observed at Kronshtadt on [ ] through [ ]. The dock arrived back at Gorkiy by [ ]. Since that time the dock has been unaccounted for. No submarine has been observed in this dock this year, although Qit may have been used to transport a Whiskey SS to Gorkiy. During this year a Tango block pattern (with a slight modification) has remained in the well of this dock.

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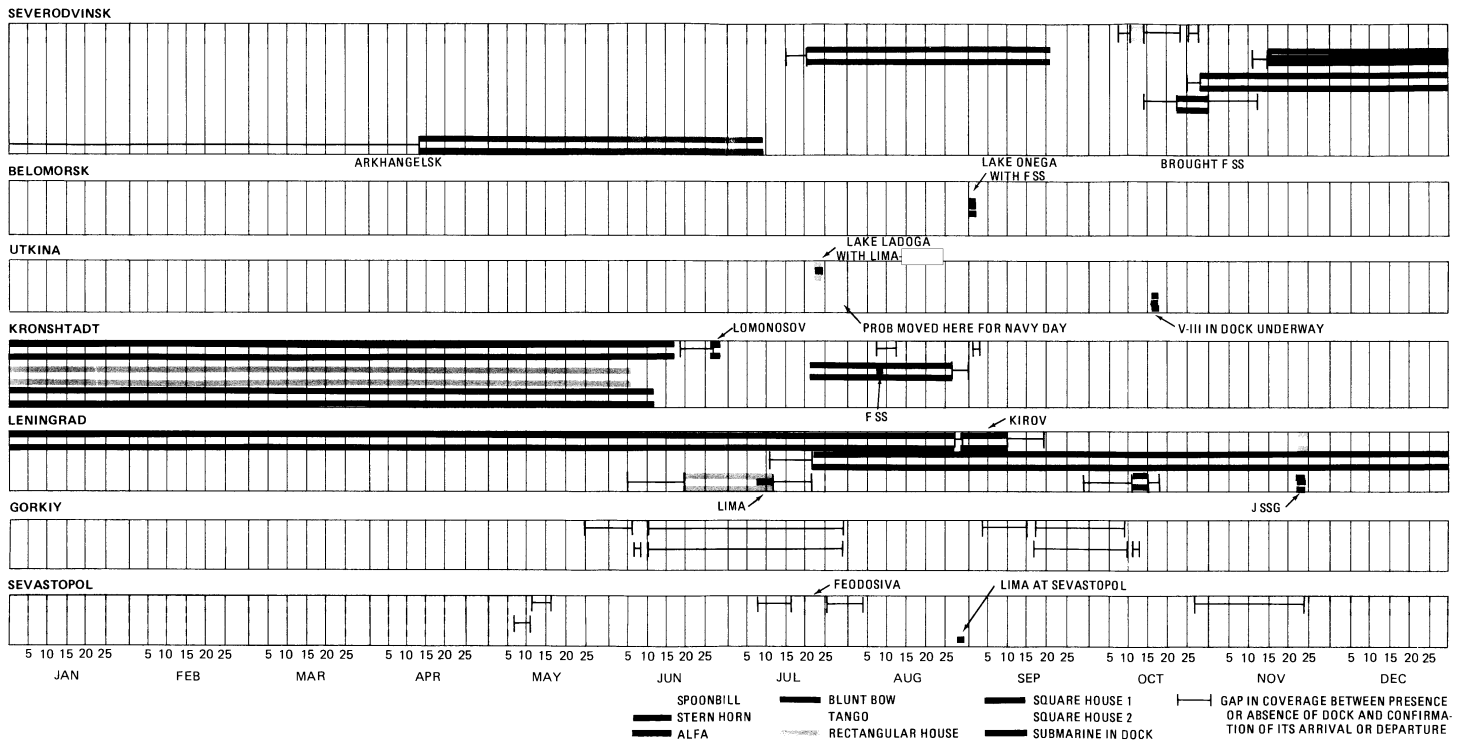


FIGURE 9. MOVEMENT OF ARD(T)s DURING 1980

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12. (S/D) In addition to the ARD(T)s discussed in this report, there is a 136-meter-long by [ ] ARD(T) which has remained in the Northern Fleet, either at Pala Guba Naval Base and Ship Repair Yard [ ] or Chalmpushka Ship Repair Yard [ ]. It is used primarily as a repair dock and has not been used on the inland waterway system this year. Numerous small ARD(T)s, also known as I docks, also have been observed on the inland waterway system. These docks are approximately 76 meters long and [ ] wide and are not capable of carrying vessels/units larger than a W SS. Because of their small size, they are readily distinguishable from the other docks discussed in this report.

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**REFERENCES**

**IMAGERY**

(S/D) All usable imagery acquired during this reporting period was used in the preparation of this report.

**DOCUMENT**

1. USDAO. Leningrad Maritime/Shipbuilding Observations 1980 (CONFIDENTIAL)

**RELATED DOCUMENT**

NISC. NISC LTR SER 72/7538, 28 Oct 77 (SECRET, [ ])

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(S) Comments and queries regarding this report are welcome. They may be directed to [ ] Soviet Strategic Forces Division, Imagery Exploitation Group, NPIC, [ ]

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(S) The author wishes to thank [ ] OIA/TSD/NB, for assistance in the preparation of this report.

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